

**Aviation Safety Investigation Report  
199400231**

**Volmer Aircraft  
VJ-22**

**29 January 1994**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199400231                      **Occurrence Type:** Accident  
**Location:** Cape Naturaliste  
**State:** TAS    **Inv Category:** 4  
**Date:** Saturday 29 January 1994  
**Time:** 1623 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** Serious  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	1	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>

**Aircraft Manufacturer:** Volmer Aircraft  
**Aircraft Model:** VJ-22  
**Aircraft Registration:** VH-TUB                                      **Serial Number:** V38  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Cape Naturaliste TAS  
**Departure Time:**  
**Destination:** Cranbourne TAS

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	36.0	602

**Approved for Release:** Monday, June 20, 1994

The owner pilot and his wife flew to Cape Naturaliste where a water landing was carried out and the aircraft was taxied on to the beach. On departure the aircraft was positioned for a water takeoff into a 10 knot southerly breeze on a slight sea. The pilot reported that the aircraft lifted off after a few bounces at the end of the water run and was held level to build up climb speed. Shortly thereafter the aircraft appeared to yaw violently to the right, rolling to the vertical. The right wing entered the water and the aircraft cartwheeled coming to rest nose down and inverted. The pilot was flung clear and his wife was able to extricate herself from the wreckage. Both were supported in the water by their life jackets while awaiting rescue. The aircraft sank and was not recovered.